

ENTER ALL DATA IN THIS ORDER:
DATES: 14 Apr 1794

FAMILY
GROUP
RECORD

PLACES: Sharon, Windsor, Vt.
To indicate that a child is an ancestor of the person submitting the sheet, place an "X" behind the number pertaining to that child

HUSBAND

Adolfus

DUKE

Born

Place

Chr.

Place

Marr.

Place

Died

Place

Bur.

Place

HUSBAND'S FATHER

HUSBAND'S OTHER WIVES

WIFE

Born

Place

Chr.

Place

Died

Place

Bur.

Place

WIFE'S FATHER

WIFE'S OTHER HUSBANDS

SOURCES OF INFORMATION

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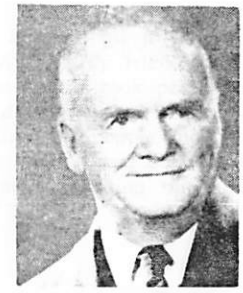
GOVERNMENT FOR THE FUTURE



Adolphus R. Duke,
Center - Daniels mail
carrier for 34 years.

The first official postmaster, John Gallagher, was appointed in 1870 and served faithfully for several years. Helping carry the mail around 1870 were Joseph Stacey Murdock, who had a contract to haul mail from Provo to Echo by way of Heber and Kamas twice a week, winter and summer. Mose Cluff also carried mail for some time.

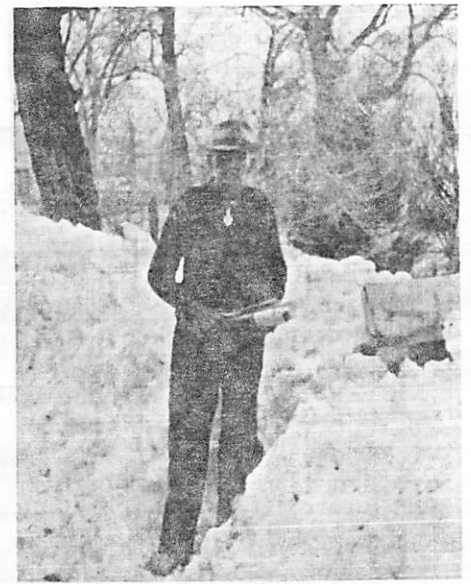
Succeeding Mr. Gallagher as Heber postmaster was Henry McMullin, Sr., who operated the post office in a room of his hotel where Ashton's Store now stands. The next postmaster was John Duncan, who was succeeded by Richard Bridge. Stage coach operations were begun about this time, and mail service was facilitated by daily stage runs



Lawrence B. Duke,
rural route mail car-
rier for over 30 years.

Husband Adolfus R DUKE

219



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NECESSARY EXPLANATIONS

WIFE

(date and Temple)
O HUSBAND

(date and Temple)
I TO PARENTS



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appointed Roy D. Moulton as the first chief of police. The force included four policemen in addition to the chief, and with a radio equipped car they provided 24-hour protection. Lowell Thacker succeeded Mr. Moulton as chief, but held office only a short time before appointment of the present chief, Ferris Clegg.

Mayor Jaicoletti also expanded the city's water storage system, which was first constructed in 1905 under the direction of Mayor Joseph A. Rasband. The system was expanded to 1.5 million gallons of storage in 1952 and a chlorination purification plant was built to insure a pure supply of water for the community.

By 1953 Mayor Jaicoletti had begun a complete installation of sewage disposal lines in the city and the construction of a full treatment plant at a cost of \$325,000. Heber was the second of Utah's third class cities to install such a system.

Because the streets were almost completely torn up with the construction of the new sewer system the mayor began a complete resurfacing program and by 1955 the more than 21 miles of city streets had been resurfaced.

The city ball park was lighted in 1953 to accommodate night events, and in that year a new pumper was also purchased for the city fire department along with a portable first aid unit including two resuscitators.

The Wasatch County Youth Coordinating Council was established in 1953 through the cooperation of Ferrin Van Wagoner, superintendent of county schools. Then in 1954 the Little League Baseball Diamond was constructed with a complete water system for the grass.

Curb and guttering was extended along Main Street to the city limits on the south and to Sixth North, as well as along west First South.

Another pumper fire engine was purchased in 1955 at a cost of \$25,393.00, making the Heber valley department one of the best fire fighting units in the state.

Many other improvements have been made by Mayor Jaicoletti to add to the beauty of the city and to facilitate the services of city government to the people of the community.

Still another feature of governmental service in the community has been the post office. John W. Witt, who operated a small store in the northwest part of Heber, was the community's first postmaster, though he was never officially commissioned by the government. He would receive letters from Provo and Salt Lake, and hold them in his store until patrons called for them.

Organized mail service from the "outside world" was begun in 1862 when Isaac O. Wall began carrying mail on horseback during the summer months. No service was provided during the winter. In Spring months when high water in Provo River made it impossible for horses to cross, Mr. Wall extended a cable from trees on either side of the river and transferred mail pouches with the rider from Provo.

to Park City. Joseph S. Murdock and his sons; E. J. Duke, John H. Luke and A. C. Hatch operated some of the lines.

Among the fine inspiring traditions in this country of ours is the thrilling slogan: "The mail must go through." It may have been born during the exciting days of the pony express when fearless men risked their lives each day and night. Wherever or however it was born, certainly no finer chapter in the annals of U.S. mail history can be found than that recorded in the almost lifelong service of our fellow townsman, Elisha J. Duke, known and respected throughout the state as "Lishe."

Over fifty years ago a boy in his teens tightened the lines across the back of a freight team and made his first trip from Heber to Park City. James A. Garfield was president then. There wasn't even a telephone connecting Wasatch county which then extended eastward to the Colorado line, with the outside world. What were then called roads would be now termed cow trails. But from that day that same youth now seventy-six years young, has almost daily traveled this route. Thirty-seven years ago President McKinley designated him official mail carrier between Heber and Park City. Of course, that brought better equipment consisting of a string of horses, better adapted to speed and behind them "Lishe" mounted the then famous "white top" mountain road wagon leaving daily on the hour with its load of mail and passengers bound for Park City. With the coming of the railroad, progress seemed to dictate that the mail be brought in by the more modern method of rail delivery. But when it became apparent that mail out of Salt Lake City required a couple of days to reach here, it began to look as if the old method was best after all. Many old-timers still recall the expressions of sympathy that went out to "Lishe" as they watched his caravan of teams pull up legweary and mud-covered to discharge their stacked-up cargo of mail and post that had accumulated because of the always inevitable "snow-slide in Provo Canyon" which except for his faithful adherence to duty would have cut this valley off from communication for weeks at a time. The irony of the situation can be better understood when it is known that for this re-routed mail and post he got little additional pay. Perhaps the most grueling experience in his long career came in February, 1917 when five teams and fifteen men over a period of three days battled to hold aloft that banner—"the mail must go through." Many a winter night new kerosene was added to the family lamp to wait and see if "Lishe" Duke had got in with the mail.

Ripley might well observe that this dependable servant of Uncle Sam and the people of his capacity as mail carrier has traveled each season more miles than is necessary to encircle the globe; he got the mail through if he had to do it on snowshoes or transfer from sleigh to wagon; he has pounded down to their last rattle fourteen model T Fords to say nothing of diverse makes of other cars which have gone to the scrap heap under this relentless grilling; he has never had an accident! never had a vacation; and today at seventy-six you set your clock with the time of his departure or arrival. Maybe the fine mail service we enjoy today per-